

GROWTH MANAGEMENT ELEMENT
GENERAL PLAN
of the
CITY OF SAN JUAN CAPISTRANO, CALIFORNIA

ADOPTED BY THE CITY COUNCIL ON NOVEMBER 17, 1992 BY
RESOLUTION NO. 92-11-17-4

PLANNING DEPARTMENT
CITY OF SAN JUAN CAPISTRANO,
32400 PASEO ADELANTO
SAN JUAN CAPISTRANO, CALIFORNIA 92675
(714) 493-1171

Introduction

1.1 Background

The purpose of this document is to provide a comprehensive overview of the project's goals, objectives, and scope. It is intended for use by all stakeholders involved in the project, including the project manager, team members, sponsors, and other interested parties. The document will serve as a reference point for the project's progress and outcomes.

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B. Overview

The City of San Juan Capistrano has few large undeveloped parcels which have not been previously approved for development and the City is approaching the buildout scenario identified by the General Plan. In most cases, the development of such parcels are part of existing planned communities including Lomas San Juan Planned Community, Forster Canyon Planned Community (Pacific Point and San Juan Meadows), Marbella Planned Community, and the Pueblo Serra Planned Community. A significant amount of review has been accomplished by the City on designating the density, type and phasing of development over the coming years for these planned communities. The most recent demographic and land use projections for the City indicate future growth could occur as follows:

Potential Future Development

Residential	2,702 dwelling units
Commercial	549,000 square feet
Industrial	935,760 square feet

Figure 1 generally depicts major undeveloped areas of the community. To the extent these areas are subject to future proposals which require discretionary review, they would be required to comply with the policies established by this Element.

As part of the fast growing south Orange County region, the City is greatly affected by surrounding communities, particularly traffic congestion related to Interstate 5 (San Diego Freeway). Interstate-5 serves as the primary north-south connection between the Los Angeles, Santa Ana/Anaheim and San Diego employment centers and carries traffic volumes among the largest in the nation, approaching 180,000 vehicles each day.

In addition, the City receives many of its public services through independent agencies, including police, fire, library and health services from Orange County. Furthermore, the City is subject to several major County, regional and State growth management plans and laws independent from the City's adopted Residential Growth Management Program.

C. Regional Growth Management Issues

The State, regional, and Orange County plans and laws affecting the City are varied and complex. They include SCAG's Regional Growth Management Plan, Congestion Management Plan legislation (AB 471), and Measure "M" (Orange County legislative initiative). Of the three, Measure "M" will have the most direct and significant impact upon the City's General Plan. Nevertheless, the other plans and

1. Introduction

The purpose of this document is to provide a comprehensive overview of the project's goals, objectives, and scope. This document is intended for the project team and stakeholders. It outlines the project's purpose, the scope of work, the project's objectives, and the project's deliverables. The document also provides a high-level overview of the project's timeline and the project's budget. The document is organized into several sections, including an introduction, a description of the project, a description of the project's objectives, a description of the project's deliverables, a description of the project's timeline, and a description of the project's budget.

2. Project Description

The project is a software development project that aims to develop a new software application. The project is being developed by a team of software developers. The project's objectives are to develop a software application that meets the requirements of the project's stakeholders. The project's deliverables are the software application and the documentation that accompanies it.

The project is being developed using a software development lifecycle. The project's timeline is as follows: The project will start in January 2024 and will end in December 2024. The project's budget is as follows: The project's budget is \$100,000.

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3. Project Objectives

The project's objectives are to develop a software application that meets the requirements of the project's stakeholders. The project's deliverables are the software application and the documentation that accompanies it.

legislation are important and are being addressed by the City. Measure "M" has been discussed in detail in previous sections. SCAG's Regional Growth Management Plan and the Orange County Congestion Management Plan are discussed below:

1. Southern California Association of Governments (SCAG) Growth Management Plan

SCAG is a metropolitan planning organization (MPO) created under the provision of State law to provide coordinated regional planning within the greater Los Angeles area including Orange County. SCAG's regional planning efforts have focused on growth management, transportation, and housing. The SCAG Growth Management Plan recommends methods to redirect the region's growth in order to minimize congestion and better protect the environment. While that agency lacks the authority to mandate implementation of its Growth Management Plan, other agencies possess such a mandate. Most notably, the South Coast Air Quality Management District (AQMD) is authorized to mandate implementation of the Air Quality Management Plan (AQMP).

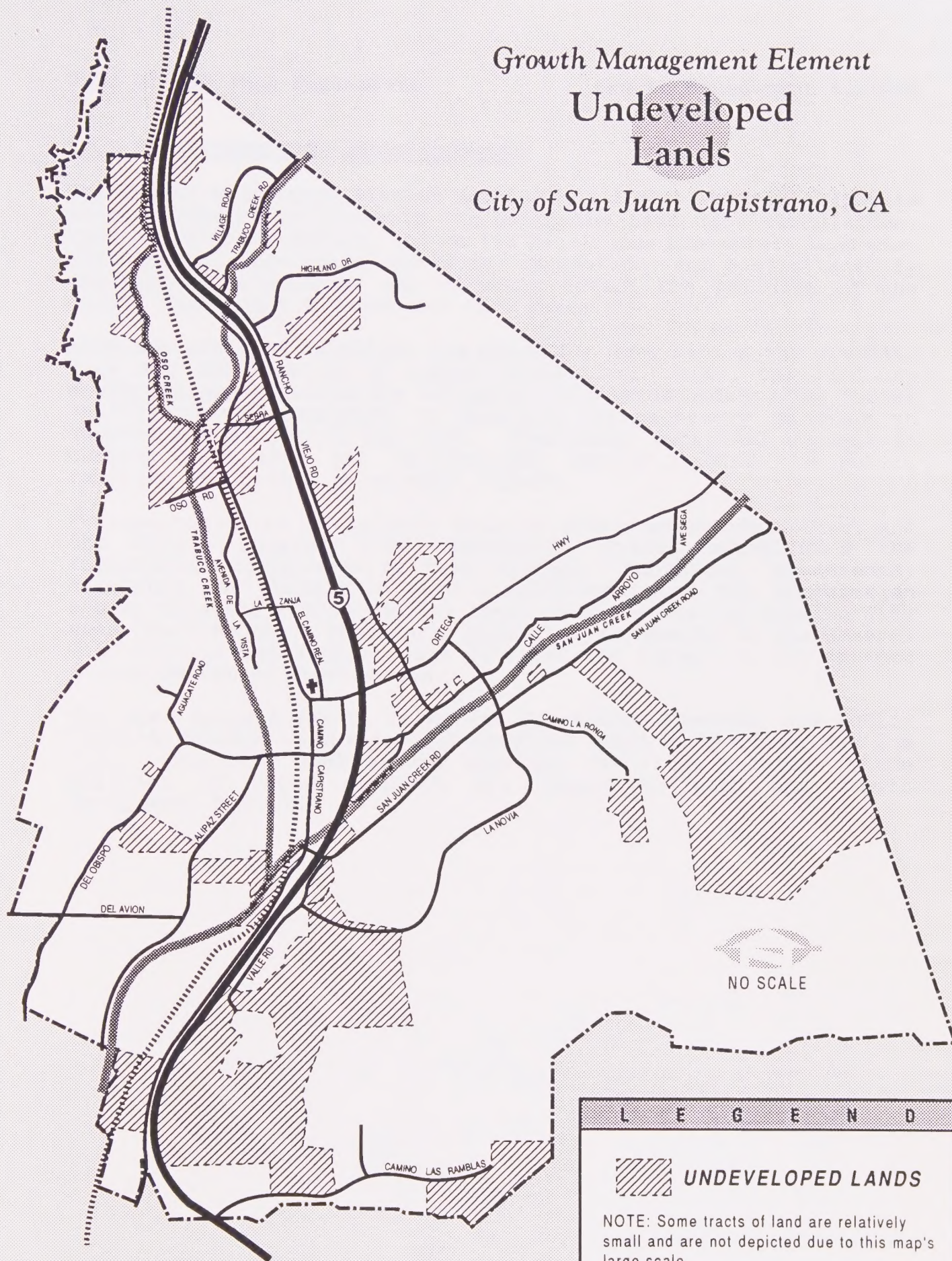
The Air Quality Management Plan mandates a variety of measures to reduce traffic congestion and improve air quality, including the Regulation XV Commuter Program and the requirement of each jurisdiction to develop an implementation strategy to comply with the adopted Air Quality Plan. These and other measures must be implemented gradually over several years. In response to these mandates, the City has adopted an Air Quality Implementation Plan to meet the requirements for local jurisdictions as identified in the regional AQMP.

2. Congestion Management Plan (AB 471)

Assembly Bill 471, subsequently modified by Assembly Bill 1791, requires every urbanized city and county with a population of 50,000 or more persons to adopt a Congestion Management Plan (CMP). A jurisdiction which does not comply with the CMP will lose gas tax revenues to which it would otherwise be entitled. While the City of San Juan Capistrano has a population under 50,000, the City is situated within a County with a population of approximately 2.5 million persons. The City has participated in the preparation of a County-wide "CMP" coordinated by the County of Orange. The City continues to work with Orange County staff on implementation of the Orange County Congestion Management Plan.

Growth Management Element Undeveloped Lands

City of San Juan Capistrano, CA



SOURCE: SAN JUAN CAPISTRANO PLANNING DEPARTMENT, MAY 1992

United States
Department of
Agriculture
Bureau of Plant Industry



PLANT
GROWTH
AND
DEVELOPMENT
OF THE
ROOTS
AND
LEAVES
OF THE
PLANT
GROWING
IN THE
SOIL

II. RELATIONSHIP TO OTHER ELEMENTS

The Growth Management Element maintains a direct relationship with other General Plan Elements including the Land Use, Circulation, Open Space/Conservation, and Public Facilities Elements. Land use, circulation, open space, parks and recreation, and public facility decisions and policies can directly effect the policies of the Growth Management Element and vice versa.

Land use policies establish the basis for determining the ultimate need for and location of public facilities. Also, the land use designations determine the ultimate, to a large extent, the fiscal ability of the community to generate the necessary revenues to support needed public services. Therefore, potential changes in General Plan land use designations should examine the public facility and growth management impacts.

Transportation is the primary focus of growth management effort and the City's General Plan circulation system establishes the fundamental components of that system. Additions, amendments, deletions, or changes in road classification of the circulation system directly effect service levels and the cost of funding City road improvements. Therefore, potential amendments to the General Plan Circulation Element must consider the impact on the service standards established herein.

The Open Space Element, Parks and Recreation Element, and Public Facility Element each establish specific service objectives for the City. The City must assure that any decisions related to the policies of those elements are consistent with the Growth Management Element.

III. SUMMARY OF FINDINGS

The City currently provides or contracts for the provision of various public services including transportation, police, fire, parks, flood control, and libraries. Transportation services are provided by the City, the Orange County Transportation Authority (OCTA), and the California Department of Transportation (Caltrans). Police and fire services are provided under contract with the County of Orange. The City has essentially sole responsibility for the provision of park services with the notable exception of Prima Deshecha Solid Waste Landfill which will eventually be converted to a regional park facility by the County. Both the City and County provide flood control services. Finally, library services are also provided by contract through the County of Orange.

A. Transportation/Circulation

The Circulation Element establishes a system of streets, bikeways and trails to move people and goods throughout the City and the regional transportation network. The system emphasizes a multi-modal approach to circulation. The approach is reinforced by the following Circulation Element goal:

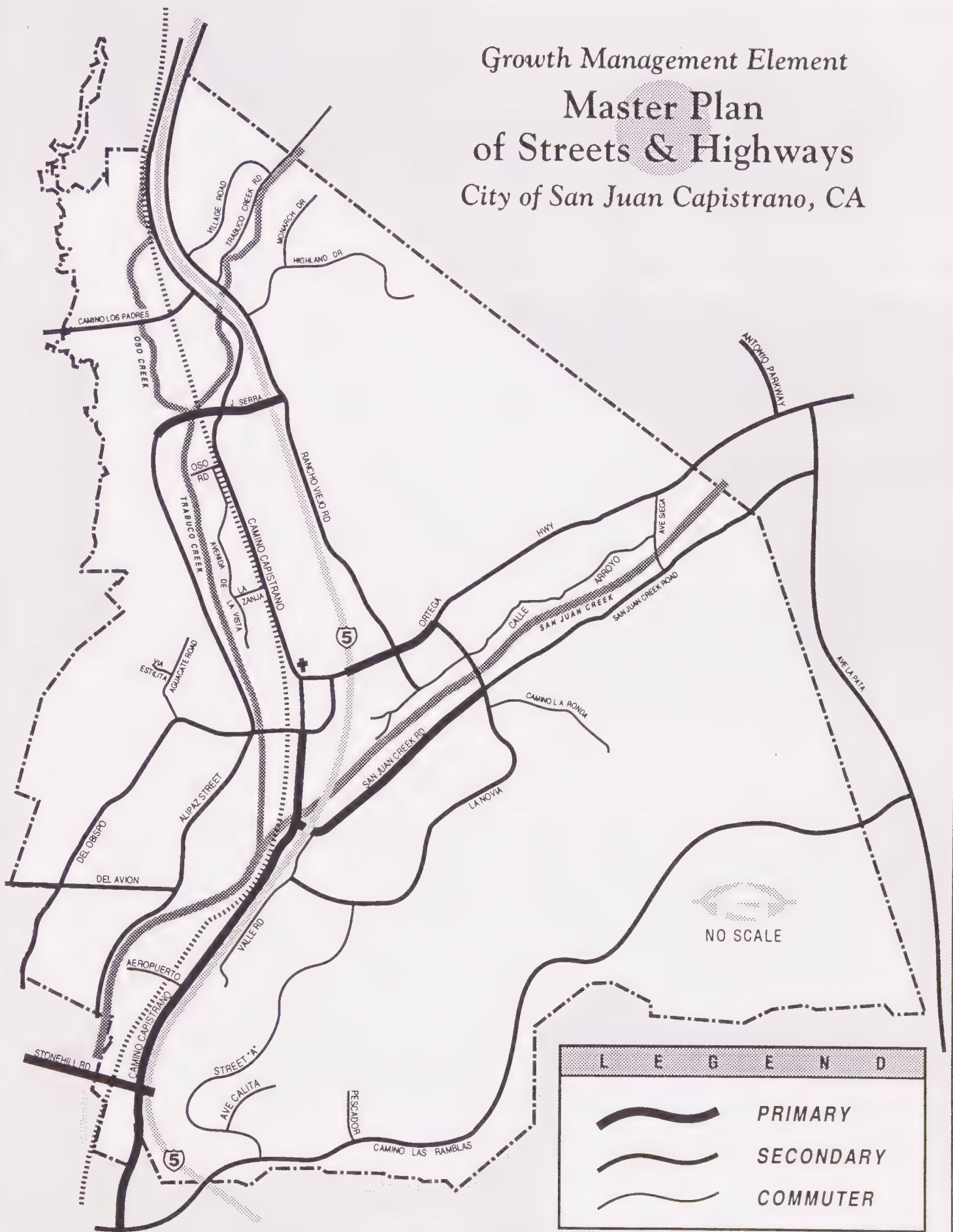
"The City shall seek to provide a safe and efficient transportation and circulation system that minimizes the impact of the automobile, maximizes the use of public transportation and strives for a more adequate non-vehicular circulation system."

Based on this goal, the City's circulation network identifies primary, secondary and local commuter roadways generally consistent with the Orange County Master Plan of Arterial Highways. The primary and secondary arterials are specifically designed to facilitate regional movement of vehicles through the City. The local commuter street designation is designed to provide an internal linkage system that connects neighborhoods and commercial centers with the regional street system.

The City's General Plan Circulation Element establishes the "Master Plan of Streets and Highways" for the community which establishes the location and ultimate function of all major public roads in the City. The "Master Plan of Streets and Highways" is provided as Figure 2. Major features of the "Master Plan" include:

- o Extension of Camino Las Ramblas to the proposed Avenida La Pata Extension.

Growth Management Element Master Plan of Streets & Highways City of San Juan Capistrano, CA



MAP FOR REFERENCE ONLY. SOURCE: SAN JUAN CAPISTRANO PLANNING DEPARTMENT, MAY 1992.

- o Extension of Alipaz Street north of Del Obispo to Junipero Serra Road and south to Stonehill Drive.
- o Extension of San Juan Creek Road east to Avenida La Pata.
- o Extension of Camino de las Padres from Golden Lantern to Camino Capistrano.

Implementation of the City's "Master Plan" continues to be an expensive endeavor and the City has continually sought to place the burden of that cost on new development. The projected cost estimate of the City's circulation system in 1992 dollars is \$29.3 million dollars. Table 1 summarizes the estimated cost of the City's General Plan Circulation system.

In terms of public transportation, the City continues to be a strong advocate of rail transit. The City's emphasis has focused upon improvements, both existing and planned, to the Amtrak Depot located on Verdugo Street which serves the Atcheson, Topeka, and Santa Fe rail line. The rail station encourages regional commuter trips as an alternative to single occupant vehicles.

In addition, the City has developed a separate bikeway and hiking/equestrian trails system to encourage alternate transportation methods for local trips, thus reducing the dependence upon the automobile. However, the City recognizes that such systems largely serve recreational purposes and that the primary methods of transportation will remain, at least in the short term, automobile, rail, and bus.

1. Development project traffic improvements

The City has, as part of its development review process, secured commitments from land developers for the construction of traffic system improvements or contribution of trust funds to finance planned improvements in the future. City Council Policy No. 111, "Fair Share Methodology and Developer Reimbursements" establishes the basis for requiring construction of improvements or payment of fees. The City has secured commitments from developers for the construction of various improvements within the community including for example the extension of La Novia Avenue, the widening of La Novia bridge over San Juan Creek, the realignment of Camino Capistrano, the widening of Rancho Viejo Road, and numerous intersection and signalization improvements. While the City's policy has resulted in substantial improvements, it will not provide all necessary improvements within the community.

Table 1,
Estimated Cost of Circulation System Implementation
(1992 dollars)

primary arterials	\$ 3,618,040
secondary arterials	20,333,960
commuter arterials	4,137,000
intersections	1,200,000
total	\$29,289,000

The estimated cost of circulation system implementation is based on average cost factors applied over the City-wide planning area. This estimate is to convey a general understanding of the magnitude of planned improvements and the "gap" which presently exists between the City's existing road system and the Circulation Element's "Master Plan of Streets and Arterial Highways".

2. Unfunded traffic improvements

The policy establishes a "significance threshold" of five (5%) percent of existing traffic in order to determine required improvements and trust fund contributions. Therefore, traffic generated by various projects which individually account for less than 5% traffic increase, on a cumulative basis would require improvements or contributions. The City needs to create an arterial street funding mechanism which assures that the cumulative traffic is taken into account and adequate facilities are available to accommodate such traffic. Such a mechanism could include a "trust fund contribution" or commitment to construct certain needed arterial improvements.

3. Level-of-Service Standard

Establishing service standards for the City's transportation system is a critical component of this Element and the Measure "M" requirements. Traffic levels-of-service ("LOS") are rated alphabetically according to the "Highway Capacity Manual" and are determined by the ratio of traffic vehicles to road or intersection capacity (V/C). Levels of service have been defined by the Highway Capacity Manual as follows:

<u>"LOS"</u>	<u>V/C Ratio</u>	<u>Description</u>
"A"	0 - .60	Free flow, very low traffic density.
"B"	.61 - .70	Free flow, low traffic density.
"C"	.71 - .80	Free flow, moderate traffic density.
"D"	.81 - .90	Slight congestion, moderately high traffic density.
"E"	.91 -1.00	Congestion, high traffic density.

"F" over 1.00 High congestion, very high traffic density.

The City has, as a matter of policy, required projects to maintain a minimum traffic level-of-service of "D" at intersections and street links during the peak hour. Such a level of service provides a relative balance between the expense and opportunity cost of traffic system improvements and the inconvenience associated with congestion. The City must formally establish a traffic level-of-service policy which would apply to all development projects within the City.

4. Capital Improvement Program (CIP)

The Capital Improvement Program (CIP) for the City represents a formal mechanism for planning and funding the construction of necessary road improvements which do not possess the opportunity for construction by land development projects. Decisions regarding road improvement funding should consider various factors including the current level-of-service, benefits to the overall road network, function of the road (arterial, secondary, or commuter), and traffic safety. A primary consideration for funding improvements is traffic safety. Program decisions regarding road improvements should always be based on recent up-to-date traffic system analysis to ensure funding of the most critical projects.

5. Transportation Modeling

In 1990, the City developed the initial components of a City-wide traffic model which includes the general downtown area bordered by Interstate 5, Trabuco Creek, and San Juan Creek. While the model allows the City to analyze the effects of downtown road system modifications or land use changes, it does not allow for testing of the Circulation Element's components. The City should consider completing the City-wide traffic model in order to provide a common basis for assessing the effects of land use changes and the effectiveness of the present Circulation Element. The City could consider funding such a model through development project fees.

B. Police Services

The City of San Juan Capistrano receives law enforcement services under a contract with the Orange County Sheriff's Department. The station which serves the City is located on Crown Valley Parkway in the City of Laguna Niguel Town Center. The Sheriff's Department maintains a small satellite office at San Juan Capistrano City Hall. Based on standards established the Department, existing service levels in the City meet established standards .

The Orange County Growth Management Plan Element requires that the cost of new public facilities be borne by new development. Orange County has indicated that the Town Center station currently serving the City is temporary and will ultimately be replaced with a permanent facility. However, the location and timing of a replacement facility has not been determined. The potential need for additional sheriff's facilities will depend upon the timing of future development within the sub-region, which is monitored by the County.

Policies established by this element will require annual monitoring of police service levels in the City, including gang suppression units, neighborhood watch, and similar programs. Because existing levels of police service are adequate, the City in consultation with the Orange County Sheriff's Department will constantly evaluate service levels and adjust where necessary to provide a safe community in which to work and live.

C. Fire Services

The City receives fire protection under contract with the Orange County Fire Department. Five fire stations in the region including one within the City are available to respond to emergency calls. Fire Station No. 7 located on Del Obispo Street provides primary response in the City with secondary response provided by the Dana Point, Laguna Niguel, and Mission Viejo fire stations. Station No. 7 provides both fire service and paramedic capability.

The Orange County Public Services and Facilities Element contains the following criteria for fire station site location:

"...for 80 percent of the service area, first fire engine to reach the emergency scene within 5 minutes and paramedics to reach the scene within 10 minutes".

Existing fire service levels in the City are adequate based on the Department's standards. Figure 2 depicts the existing and future location of fire stations and emergency response times.

The policies of this program will provide for ongoing coordination with the County of Orange to ensure the continued provision of adequate fire protection services to the City. As part of this cooperative effort, the City has acquired and prepared preliminary site designs for the future relocation of Station No. 7 with expanded facilities to serve the City. Station No. 7 will eventually be relocated along Rancho Viejo Road adjoining the Marbella Commercial Center directly to the north.

D. Public Parks and Open Space

The City has sought to provide abundant open space areas and through the Open Space Bond Measure passed by voters in June 1990, has acquired or is in the process of acquiring one-hundred and twenty (120) acres of public parkland. That parkland acquisition will supplement existing parks in the City. The City presently maintains about sixty-seven (67) acres of improved public park and with the Open Space Bond Measure, purchased and presently improved parkland will increase the total City-wide park land acreage to approximately two-hundred and fifty (250) acres. With a maximum potential build-out population of forty-two thousand (42,000) persons, the City will maintain about 5.95 acres of parkland per thousand residents, well in excess of the General Plan standard (present build-out is estimated to occur at 36,000 persons).

The City, as part the General Plan Parks and Recreation Element, has previously established a standard of five (5) acres of parkland for every one-thousand (1000) residents. With a current population of twenty-eight thousand (28,000) residents, the City presently provides approximately 6.78 acres per 1000 residents and exceeds the General Plan standard. As the City approaches build-out, parkland standards will continue to be exceeded.

E. Flood Control

The County maintains existing flood control channels along portions of Oso, Horno, Trabuco and San Juan Creeks. These structures supplement the city's floodplain management efforts. The City should seek to secure additional funding on an annual basis for channel stabilization improvements as part of the County's Floodplain Capital Improvements.

The City of San Juan Capistrano, through its Floodplain Element, Ordinance, and stormwater management regulations has adopted policies and implementation measures to protect life and property from 100 year floods of the major drainage basins represented by Oso, Trabuco and San Juan Creek. In addition, the city has adopted and implements a Floodplain Management Overlay District (FMOD) which applies to all new discretionary proposals in the City. A primary objective of the ordinance is to assure that alternate development designs are considered which would eliminate any need to encroach upon or alter the 100 year floodplain. In cases where development can meet locational criteria, it must comply with specific design standards to insure that the project and adjacent properties are not impacted by flooding. The City should continue its enforcement of floodplain regulations.

F. Libraries

The City receives library services under contract through the Orange County Public Library System. City residents are served by the San Juan Capistrano Library located at El Camino Real and Acjachema Street. Based upon existing services standards of 0.2 square feet of library space per capita, the San Juan Capistrano Library is more than adequate to serve the City's projected resident population under the General Plan.

IV. GROWTH MANAGEMENT POLICIES

In order to address the growth management issues identified as part of this element, the City establishes the following policies.

A. Transportation/Circulation

Goal: The City will seek to assure the development and maintenance of an adequate multi-modal transportation system and traffic system which provide adequate levels of service.

Policy A.1.: The City will continue to require all new development projects, as part of the entitlement review process, to fund or construct those traffic system improvements which are necessary to serve the project or which the project will significantly impact. The development project's responsibility shall be based upon City Council Policy 111, "Fair Share Methodology" (adopted July 16, 1991) in order to meet the adopted traffic level-of-services standards established herein. The City may secure an increased level of developer financial participation which exceeds the "Fair Share" requirements through a negotiated "development agreement".

Policy A.2.: The City will require all new development to pay its share of the costs of mitigating traffic impacts, including regional impacts. The City will coordinate with other jurisdictions within the City's growth management areas (GMA) to determine acceptable impact fee levels.

The City may establish a Regional Traffic Improvement Trust Fund in order to fund necessary regional road improvements associated with cumulative traffic impacts not accounted for by the City's "Fair Share Methodology". Regional Traffic Improvement Trust Fund contributions will be determined as part of the entitlement review process and will be payable at the time specified by Planning Commission or City Council resolution but no later than building permit issuance. The trust fund amount for any given project will be based upon a cost allocation methodology which equitably distributes the cost of regional traffic improvements. One method to consider would prorate capital costs based on project "cumulative" peak period trips in relation to all peak period trips

which could be accommodated by the City's adopted Master Plan of Streets and Highways (MPSH) road system. The actual method for determining Regional Traffic Improvement Trust Fund shall be subject to consultation with adjoining cities as part of the inter-jurisdictional planning forums.

Policy A.3.: The City establishes the following traffic level-of-service standards as defined by the "Highway Capacity Manual":

ADT Link Standards

All arterial highways including primary, secondary, and commuter: LOS "C".

All State highways: LOS "D".

Peak Hour Intersection Standards

At the intersection of any combination of State highways, primary arterials, secondary arterials, and commuter arterials: LOS "D".

(The City's adopted "Master Plan of Arterial Streets and Highways" does not include a "major arterial" road classification; all major roads are classified as "primary", "secondary", or "commuter").

Policy A.4.: The City will annually review and establish road improvement priorities in the Seven-Year Capital Improvement Plan (CIP) for City-maintained streets based on their ability to maintain minimum levels-of-services as established herein.

Policy A.5.: The City will secure funding for the development and maintenance of a City-wide transportation model capable of providing an analysis of traffic impacts associated with land use and circulation proposals. The City may establish a system of funding the development of a City-wide transportation model through the development review process. The City-wide transportation model, in order to complement inter-jurisdictional planning efforts, will be compatible with County CMP (Congestion Management Program) standards and if possible, with transportation models which have been developed by adjoining jurisdictions.

- Policy A.6.: Continue to promote traffic reduction strategies through implementation of the City's adopted Transportation Demand Management (TDM) Ordinance.
- Policy A.7.: Continue to promote the development of commuter rail systems and require, in conjunction with land development project review, the installation of equestrian/recreation trails and bikeways designated by the City's General Plan (General Plan Bikeway System Map and General Plan Equestrian Trails Map).
- Policy A.8.: Continue to require all new developments to install all necessary traffic facility and public infrastructure improvements prior to the issuance of use and occupancy permits. For large scale developments, a specific construction phasing and mitigation program shall be adopted and implemented where a project would result in measurable adverse traffic impacts. The construction phasing must maintain compliance with adopted traffic levels-of-service (LOS) at primary, secondary, and commuter arterial intersections which are under the sole jurisdiction and maintenance responsibility of the City.

B. Public Facilities

Goal: The City will continue to implement service standards for police, fire, parks and open space, flood control, and libraries which provide adequate services to community residents and businesses.

<u>Service</u>	<u>Level of Service</u>
Policy B.1.: Police	Deputies should arrive at the scene of an emergency call within five (5) minutes, fifty (50) percent of the time, and to all emergencies within eight (8) minutes of dispatch. Deputies should arrive at the scene of non-emergencies within fifteen (15) minutes or less, seventy-five (75) percent of the time and to all non-emergencies within thirty (30) minutes of dispatch.

- Policy B.2.: Fire First fire engine should reach an emergency scene within five (5) minutes and paramedics to reach the scene within ten (10) minutes of dispatch for eighty (80) percent of City.
- Policy B.3.: Parks Provide a minimum of five (5) acres of parkland per one-thousand (1,000) residents.
- Policy B.4.: Flood Control Assure that all new development is located outside the 100-year floodplain as defined by Federal Emergency Management Agency (FEMA) flood-plain maps.
- Policy B.5.: Library Provide at least two-tenths (0.2) square foot of library space per resident.

C. Growth Management Monitoring

- Goal: Develop an Annual Review process to monitor existing facilities and identify projects and funding mechanisms necessary to maintain adopted service levels.
- Policy C.1.: Establish a "Development Phasing and Monitoring Program" and prepare an "Annual Development Phasing and Monitoring Report" to ensure that service standards are achieved. Implement the "Development Phasing and Monitoring Program" prior to June 30, 1993.
- Policy C.2.: On an annual basis, develop a Seven-Year Capital Improvement Program to meet and maintain adopted service standards for traffic and public services.
- Goal: Promote inter-jurisdictional coordination and cooperation on growth management issues with adjacent communities.
- Policy C.3.: Participate in inter-jurisdictional planning forums with adjacent communities to coordinate capital improvement plans for streets and new land development applications to maintain adopted traffic level of service standards. In cases where projects will result in a distribution of at least

five (5%) percent of their traffic into adjoining communities, the City will solicit the review and consider the recommendations of the affected jurisdiction.

Goal: Ensure that Growth Management Policies are internally consistent with the adopted General Plan goals and policies and maintain existing growth management efforts.

Policy C.4.: Limit residential building permits to a maximum of four-hundred (400) permits in any calendar year (all residential developments of 12 units or more) as provided by Title 9, Chapter 7 of the Municipal Code.

Policy C.5.: Continue to monitor development and the City's progress towards achieving the jobs/housing balance objective established for the City by "SCAG" and adopted as part of the "Air Quality Implementation Plan" (adopted by the City Council on September 17, 1991).

V. IMPLEMENTATION MEASURES

The following section lists the major implementation measures that are to be used to comply with the policy directives listed in this Growth Management Program. This list is not intended to be exhaustive and additional programs may be added as part of the annual review process.

A. Traffic Levels of Service

New development must make necessary improvements to the circulation system to maintain acceptable levels-of-service (LOS) at intersections under City control. If existing segments are operating below acceptable service levels, the development improvements required shall be at a level that would either maintain or improve existing "LOS". The "LOS" standards will be enforced through conditions of approval imposed during the discretionary review process and monitored annually through the "Development Phasing and Monitoring Program".

Roadway segments that are currently operating below "LOS" standards and would not be subject to future development mitigation should be identified and included in the Capital Improvement Program (CIP).

B. Public Facility Standards

Pursuant to policies established by the "Implementation" component of this Element, the City has adopted performance criteria for law enforcement, fire service, library, floodplain management, parks and residential phasing of building permits. Future facilities will be determined as part of specific needs assessment. Impact fees will be considered on a pro-rated basis related to additional facility requirements necessary to off-set project specific impacts.

C. Development Phasing

The purpose of development phasing is to insure that adequate infrastructure is added as development proceeds so that such facilities remain in balance with demand. In San Juan Capistrano, the primary emphasis of development phasing is upon roadway improvements, traffic control, and extension of utility infrastructure. The City will continue to require development and construction phasing programs for all large undeveloped areas. Said phasing programs will define the type, location, and construction schedule for installing necessary public improvements. In addition, provisions will be included which would preclude development from continuing with subsequent phases

until specific improvements have been completed.

D. Capital Improvements Program

Major emphasis will be directed toward development and annual updating of a Seven-Year Capital Improvement Program that provides for identification of eligible projects for capital expenditures. Transportation improvements, including streets, bicycle lanes/paths, and equestrian facilities (alternate transportation modes) should be studied in conjunction with other major proposed capital outlays necessary to maintain or improve adopted service levels.

E. Pavement Management Program

The City in addition to the long-term capital improvement program will develop and implement a pavement management program that establishes a multi-year program for the maintenance of existing transportation facilities. The purpose of this program is to implement a strategy of preventive maintenance to prolong the useful life of existing facilities and minimize the potential for costly reconstruction of streets which have not been regularly maintained. In addition, such a program will provide marginal increases in traffic flow and reduce congestion associated with traffic delayed by poorly maintained surface conditions.

F. Systems Development Tax

The City will continue to impose the systems development tax on new development at the established rate of 1% (one percent) of the building permit valuation. Such funds should be allocated as part of the Capital Improvement Program (CIP) based on priorities determined through maintaining service levels.

G. Inter-jurisdictional Cooperation

The City will continue to participate in the inter-jurisdictional planning forums for the following purposes:

- o Identify and fund traffic improvement projects that improve regional/sub-regional movement of people and goods.
- o Be an active member and participant in the implementation of the San Joaquin Hills, Foothill and Eastern Transportation Corridors.

- o Participate with both regional and local jurisdictions to develop strategies for providing a job/housing balance at the sub-regional level.

The City will also continue its practice to work individually with adjacent cities (Dana Point, Laguna Niguel, Mission Viejo, and San Clemente) to develop mutual agreements for review and possible conditioning of development projects along with the coordination of capital improvement projects that benefit each jurisdiction.

H. Transportation Demand/System Management (TDM/TSM)

In August 1991, the City adopted a Transportation Demand Management (TDM) Ordinance, as required by the Congestion Management Plan and Measure "M" legislative provisions. The Ordinance seeks to reduce single occupant vehicle (SOV) usage on regional roads by encouraging ride-sharing facilities and programs. The Ordinance applies to all non-residential development and specific facility requirements are based on the projected number of employees. The City should monitor the effect and progress of the TDM Ordinance on an annual basis and consider refinements or amendments to improve its effectiveness at trip reduction.

(C:\WP50\SP\GP9103GM.DOC)

GENERAL PLAN- CIRCULATION ELEMENT

Add the following language to page 60 of the General Plan Circulation Element following the first two paragraphs and preceding the discussion on "Public Transit Network" per General Plan Amendment 90-08, Pacific Point approved by the City Council on August 20, 1992:

"Although Route "D" (Avenida Calita) is shown as an extension of Avenida Calita, extending it to a commuter road which links Las Ramblas and La Novia, it is to be designed and constructed to have only an emergency access connection with Meredith Canyon. The design and right-of-way are to be such that the road can be opened to general use for through travel between neighborhoods if the City determines it is necessary in the future."

REPORT ON THE PROGRESS OF THE WORK

The following progress is made in the course of the work during the period from the 1st of January to the 31st of December 1911. The work has been carried out in accordance with the programme of work approved by the Council on the 12th of January 1911.

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GENERAL PLAN- LAND USE ELEMENT

Delete the words "first phase of" from the text of the Land Use Element of the General Plan, page 25, first paragraph, and add text to read as follows per General Plan Amendment 90-08, Pacific Point approved by the City Council on August 20, 1992:

"Furthermore, the development shall meet all City requirements, including dual access and complete construction of the backbone circulation system in accordance with the phasing program made a part of the Forster Canyon Comprehensive Development Plan."

GENERAL INFORMATION - THE PROJECT

The above titled project is one of the first of its kind in the world. It is a project of the first magnitude, and one that will be of great benefit to the world. It is a project that will be of great benefit to the world.

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